

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E81174

**Employer :** The Boeing Company

**Worksite :** The Boeing Company - Bellevue

**Street :** 2810 160th Ave Se

**Jurisdiction :** City of Bellevue

**Survey Date :** 5/8/2016

### SAMPLING

**Survey Type :** Online

**Response Rate :** 79%

### Drive Alone & One-Way VMT Rates at this Worksite

**Drive Alone :** 70.3%

**One-Way VMT per employee :** 15.7

### Employees and Survey Response Information

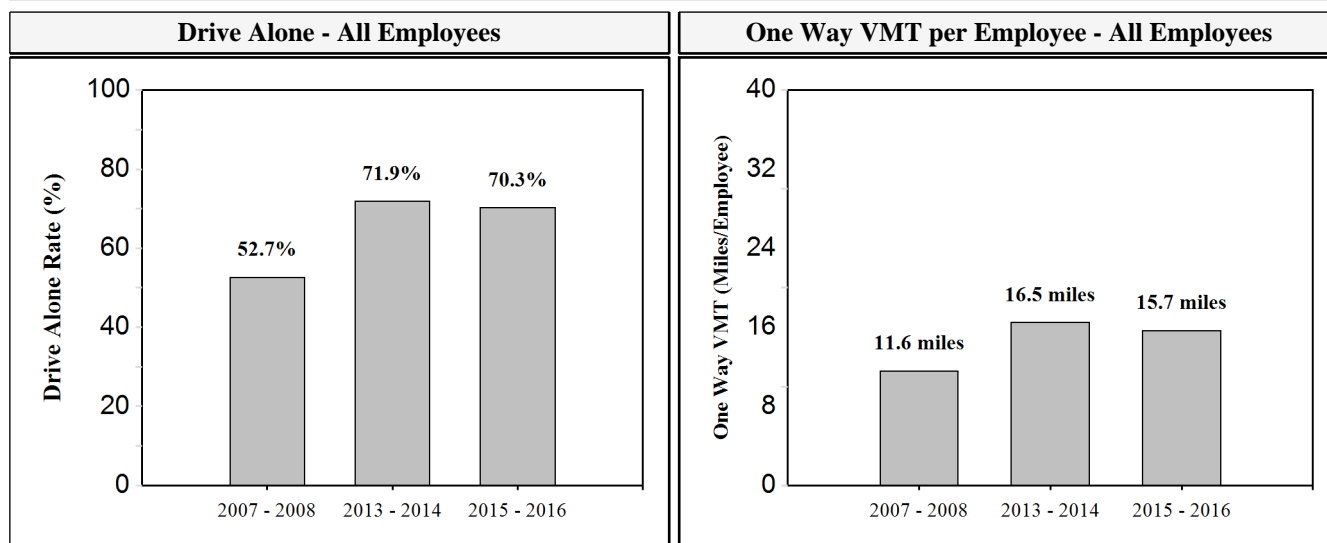
**Reported Total Employees at Worksite:** 1,953

**Surveys Distributed :** 1,392

**Surveys Returned :** 1,104

**Surveys Returned by CTR Affected Employees :** 1,036

**Total Estimated CTR - Affected Employees at Worksite :** 1,306



### Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	52.7%	52.3%	11.6	11.2
2009 - 2010	51.1%	51.1%	11.4	11.4
2011 - 2012	66.2%	65.5%	14.4	14.2
2013 - 2014	71.9%	70.9%	16.5	16.3
2015 - 2016	70.3%	69.2%	15.7	15.3
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	33.4%	32.3%	35.3%	36.6%

## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2013 - 2014	2013 - 2014 Without Fill In	2015 - 2016
Drive Alone - All Employees*	52.7%	71.9%	71.9%	70.3%
Drive Alone - CTR Affected Employees*	52.3%	70.9%	70.9%	69.2%
VMT/Employee - All Employees	11.6	16.5	16.5	15.7
VMT/Employees - CTR Affected Employees	11.2	16.3	16.3	15.3

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

Value	2007 - 2008	2013 - 2014	2015 - 2016
Emissions for Surveyed Employees	4,053	3,691	3,499
Estimated Emissions for Total Employment	6,996	10,087	6,190

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2013 - 2014	2015 - 2016
Bus Annual Passenger Miles - Estimated for Total Employment	91,152	375,446	116,579
Bus Annual Passenger Miles - Surveyed Employees	52,800	137,400	65,900
Ferry Annual Passenger Miles - Estimated for Total Employment	0	428,730	129,492
Ferry Annual Passenger Miles - Surveyed Employees	0	156,900	73,200
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	51,791	0	5,661
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	30,000	0	3,200

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

**Q3.**

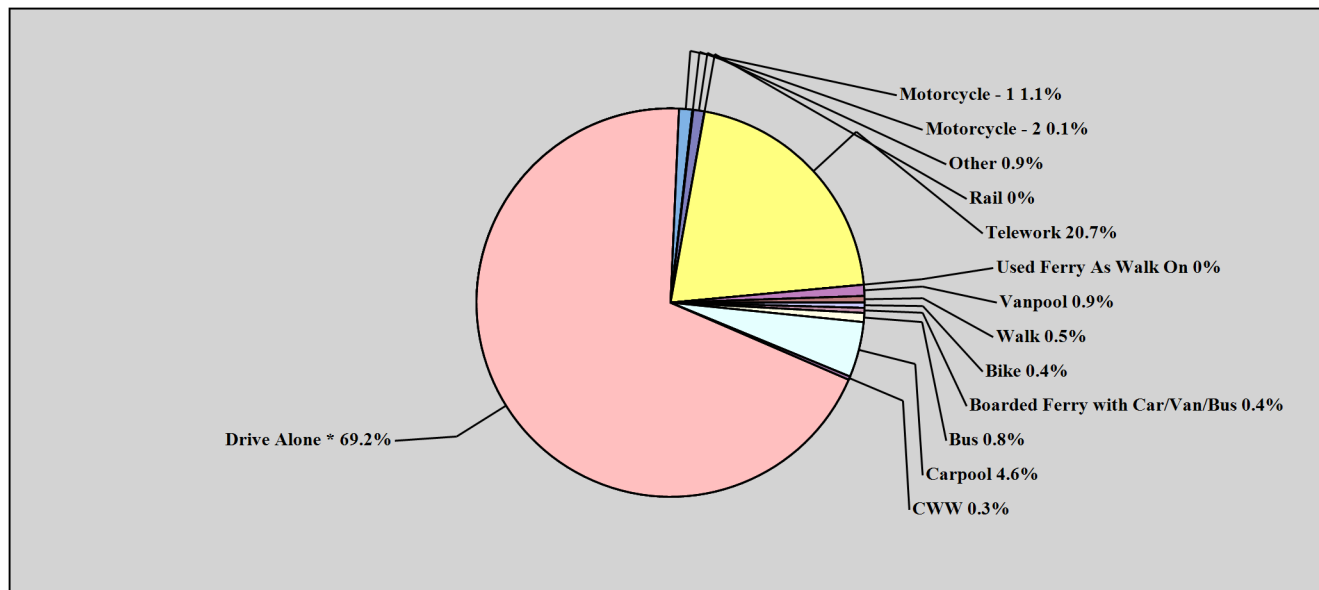
**One way, how many miles do you commute from home to your usual work location?**

**Average one-way distance home to work: 22.2 miles**

## Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



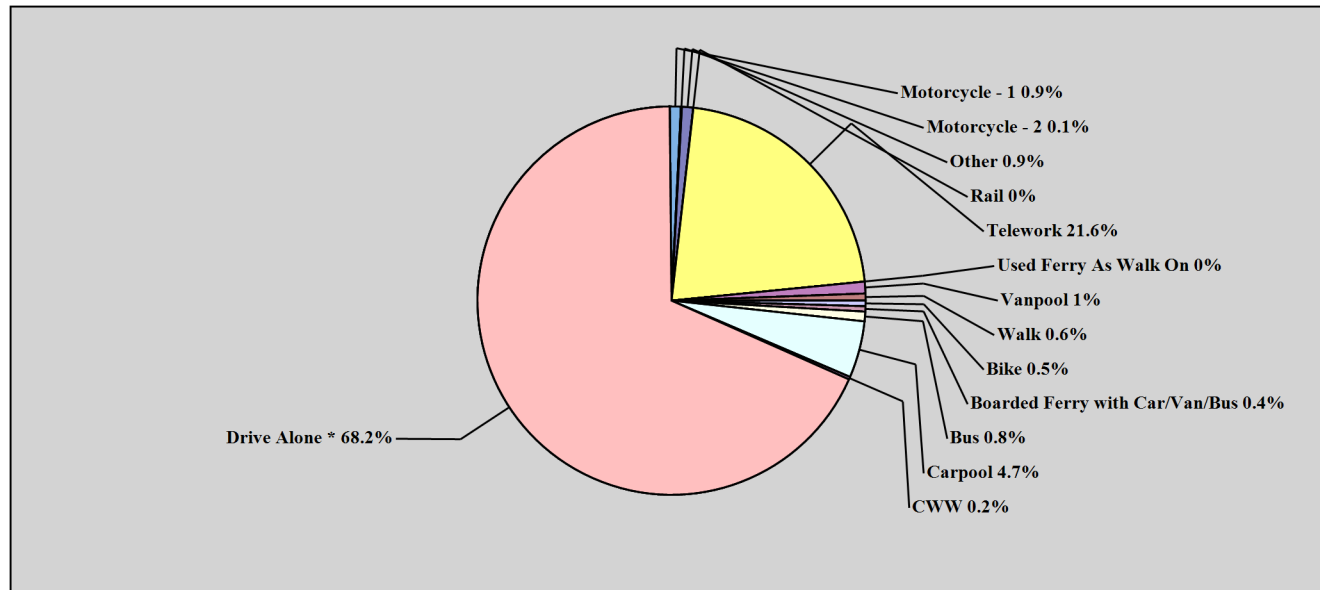
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	3,662	69.2%	72.3%	974	88.2%	88.0%
Carpool	244	4.6%	4.1%	87	7.9%	7.5%
Vanpool	49	0.9%	0.9%	14	1.3%	1.5%
Motorcycle - 1	58	1.1%	0.9%	23	2.1%	1.4%
Motorcycle - 2	4	0.1%	0.1%	3	0.3%	0.2%
Bus	40	0.8%	1.4%	12	1.1%	2.2%
Rail	1	0.0%	0.0%	1	0.1%	0.0%
Bike	23	0.4%	0.4%	12	1.1%	1.0%
Walk	29	0.5%	0.3%	10	0.9%	0.8%
Telework	1,096	20.7%	17.4%	599	54.3%	43.6%
CWW	15	0.3%	0.5%	14	1.3%	2.3%
Boarded Ferry with Car/Van/Bus	22	0.4%	0.5%	6	0.5%	0.8%
Used Ferry As Walk On	0	0.0%	0.1%	0	0.0%	0.1%
Other	49	0.9%	1.0%	23	2.1%	1.7%

\* Drive alone mode includes fill-in, where applicable.

## Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	3,395	68.2%	71.6%	910	87.8%	87.7%
Carpool	235	4.7%	4.3%	83	8.0%	7.7%
Vanpool	49	1.0%	1.0%	14	1.4%	1.6%
Motorcycle - 1	46	0.9%	0.7%	20	1.9%	1.3%
Motorcycle - 2	4	0.1%	0.1%	3	0.3%	0.2%
Bus	40	0.8%	1.4%	12	1.2%	2.3%
Rail	1	0.0%	0.0%	1	0.1%	0.0%
Bike	23	0.5%	0.5%	12	1.2%	1.0%
Walk	29	0.6%	0.4%	10	1.0%	0.8%
Telework	1,077	21.6%	17.9%	582	56.2%	44.9%
CWW	11	0.2%	0.5%	10	1.0%	2.2%
Boarded Ferry with Car/Van/Bus	22	0.4%	0.6%	6	0.6%	0.8%
Used Ferry As Walk On	0	0.0%	0.1%	0	0.0%	0.1%
Other	46	0.9%	1.0%	21	2.0%	1.7%

\* Drive alone mode includes fill-in, where applicable.

### Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	421	38%	1,104	100%
1 Days	226	20%	683	62%
2 Days	264	24%	457	41%
3 Days	59	5%	193	17%
4 Days	39	4%	134	12%
5 Days	87	8%	95	9%
6 or More Days	8	1%	8	1%

### Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
5 days a week	292	29.1%	485	48.3%	9	0.9%	50	5%	0	0%	10	1%	9	0.9%	7	0.7%	180	17.9%
4 days a week (4/10s)	0	0%	34	91.9%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	3	8.1%
3 days a week	0	0%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
9 days in 2 weeks (9/80)	10	22.2%	28	62.2%	0	0%	3	6.7%	0	0%	0	0%	0	0%	0	0%	8	17.8%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	2	18.2%	5	45.5%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

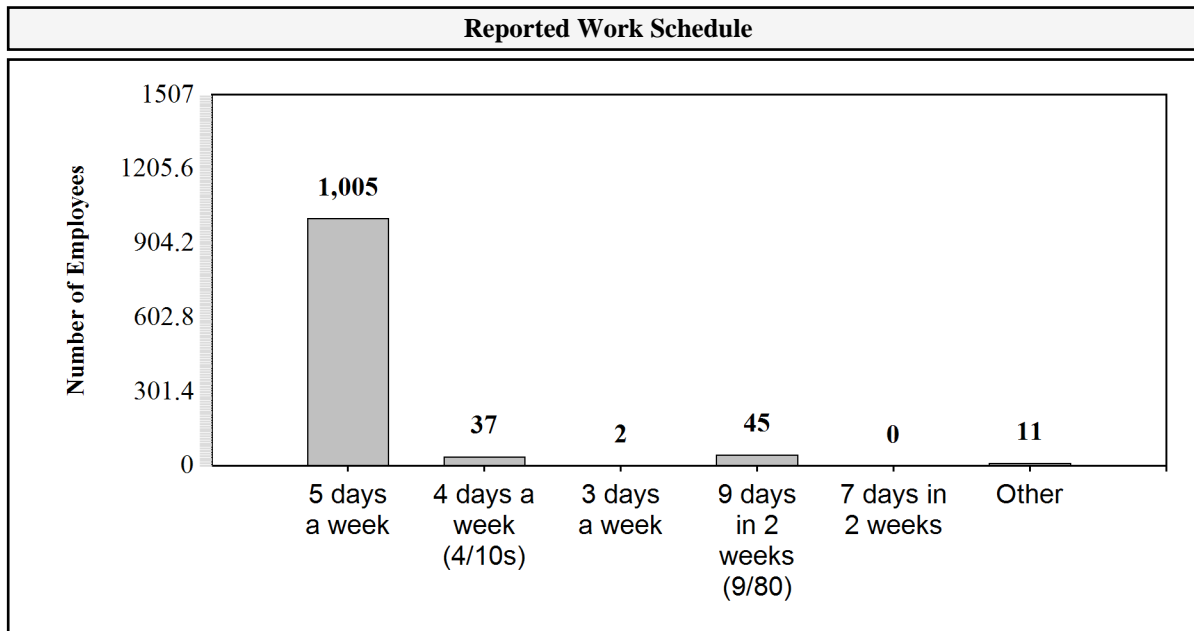
## Count by Occupancy of Carpools, Vanpools, and Motorcycles

**Q.4b** If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	63
2	Motorcycle	4
2	Carpool	226
3	Carpool	12
4	Carpool	3
5	Carpool	0
>5	Carpool	3
<5	Vanpool	6
5	Vanpool	4
6	Vanpool	16
7	Vanpool	7
8	Vanpool	14
9	Vanpool	2
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

## Reported Work Schedule - All Employees

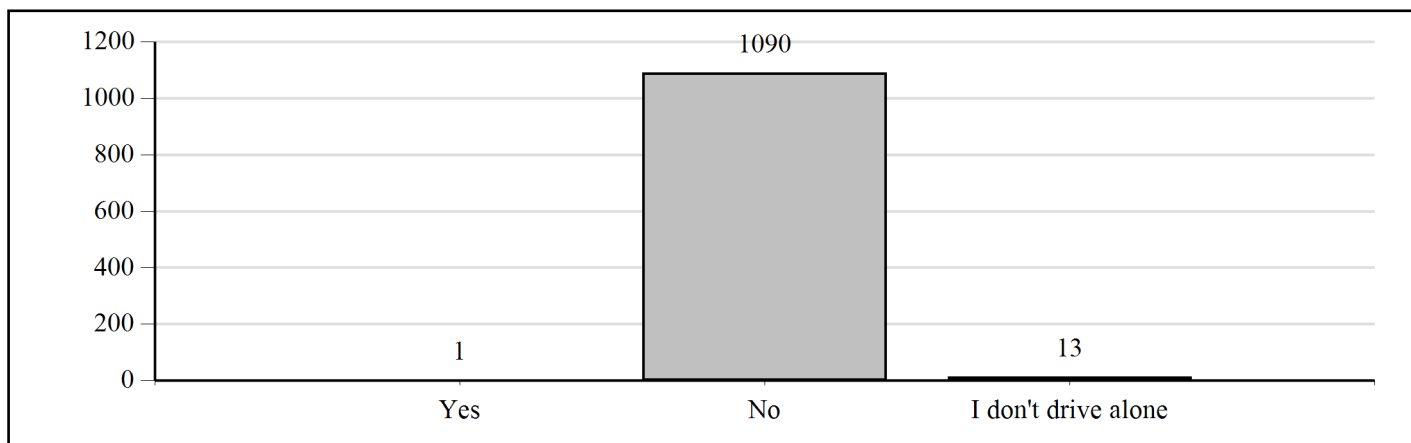
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	1,005	91.4%
4 days a week (4/10s)	37	3.4%
3 days a week	2	0.2%
9 days in 2 weeks (9/80)	45	4.1%
7 days in 2 weeks	0	0%
Other	11	1%

## Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	2	0.2%
I don't telework	142	12.9%
Occasionally, on an as-needed basis	251	22.7%
1-2 days/month	48	4.3%
1 day/week	253	22.9%
2 days/week	358	32.4%
3 days/week	50	4.5%



## Reasons for driving alone to work/not driving alone to work

**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
I have the option of teleworking	569	27.3%
To save money	268	12.9%
To save time using the HOV lane	250	12.0%
Personal health or well-being	226	10.9%
Other	196	9.4%
Environmental and community benefits	185	8.9%
Financial incentives for carpooling, bicycling or walking.	112	5.4%
Free or subsidized bus, train, vanpool pass or fare benefit	83	4.0%
Driving myself is not an option	70	3.4%
Emergency ride home is provided	53	2.5%
Cost of parking or lack of parking	38	1.8%
Preferred/reserved carpool/vanpool parking is provided	25	1.2%
I receive a financial incentive for giving up my parking space	7	0.3%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	802	29.2%
I like the convenience of having my car	676	24.6%
Family care or similar obligations	379	13.8%
Other	328	11.9%
My commute distance is too short	206	7.5%
Bicycling or walking isn't safe	150	5.5%
My job requires me to use my car for work	103	3.7%
I need more information on alternative modes	84	3.1%
There isn't any secure or covered bicycle parking	23	0.8%

**Employee Transit Use - All Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	0	0	1	8	0	1	5	0	3	14
2	2	0	0	14	0	1	10	0	7	3
3	0	0	0	2	1	0	3	0	1	1
4	1	0	0	3	0	2	2	0	1	2
5	1	0	0	5	0	0	0	0	1	4
6	0	0	0	4	0	1	2	0	1	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	2	1	0	1	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	3	0	0	0	0	1	2
11 or more	0	0	0	0	0	0	0	0	0	0
# Of Employees using Transit	4	0	1	41	2	5	23	0	15	26
Total One-Way Transit Trips Per Week	13	0	1	149	11	17	62	0	45	71

**Employee Transit Use - Affected Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	0	0	1	8	0	1	5	0	3	14
2	2	0	0	14	0	1	10	0	7	3
3	0	0	0	2	1	0	3	0	1	1
4	1	0	0	3	0	2	2	0	1	2
5	1	0	0	5	0	0	0	0	1	4
6	0	0	0	4	0	1	2	0	1	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	2	1	0	1	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	3	0	0	0	0	1	2
11 or more	0	0	0	0	0	0	0	0	0	0
# Of Employees using Transit	4	0	1	41	2	5	23	0	15	26
Total One-Way Transit Trips Per Week	13	0	1	149	11	17	62	0	45	71

## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
59915	1	0.09%	4	0	0	0	0	0	0	0	1	0	0	0	0
95058	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
98001	10	0.91%	26	5	0	5	0	0	0	0	13	0	0	0	0
98002	6	0.54%	23	4	0	2	0	0	0	0	1	0	0	0	0
98003	5	0.45%	17	0	0	0	0	0	0	0	7	0	0	0	0
98004	11	1.00%	48	0	0	0	0	0	0	0	4	0	0	0	0
98005	12	1.09%	48	0	0	0	0	0	0	0	8	2	0	0	0
98006	44	3.99%	160	17	0	0	0	0	0	5	33	0	0	0	3
98007	15	1.36%	55	0	0	0	2	0	1	0	9	0	0	0	0
98008	23	2.08%	75	1	0	4	2	0	0	12	14	0	0	0	0
98010	13	1.18%	40	3	0	0	0	0	0	0	15	0	0	0	0
98011	10	0.91%	32	1	6	0	3	0	1	0	7	0	0	0	0
98012	13	1.18%	39	0	0	4	0	0	0	0	14	0	0	0	0
98014	4	0.36%	9	5	0	2	0	0	0	0	1	0	0	0	0
98019	5	0.45%	17	3	0	0	0	0	0	0	4	0	0	0	0
98021	17	1.54%	58	4	0	0	3	0	1	0	11	0	0	0	0
98022	8	0.72%	32	0	0	0	0	0	0	0	7	0	0	0	0
98023	11	1.00%	37	0	0	1	0	0	0	0	13	1	0	0	0
98024	6	0.54%	17	0	0	0	0	0	0	0	7	1	0	0	0
98026	7	0.63%	26	0	0	0	0	0	0	0	10	0	0	0	0
98027	33	2.99%	111	5	0	5	0	0	1	0	38	0	0	0	0
98028	5	0.45%	12	3	0	0	0	0	0	0	10	0	0	0	0
98029	30	2.72%	117	1	0	0	4	0	0	0	20	0	0	0	4
98030	10	0.91%	33	2	0	3	0	0	0	0	8	1	0	0	0
98031	30	2.72%	109	2	0	3	0	0	0	0	32	0	0	0	0



98032	10	0.91%	43	0	0	0	0	0	0	0	8	0	0	0	0
98033	16	1.45%	49	3	0	0	5	0	0	0	19	0	0	0	0
98034	16	1.45%	41	12	0	3	0	0	0	0	19	1	0	0	0
98036	6	0.54%	21	5	0	0	0	0	0	0	3	0	0	0	2
98037	3	0.27%	8	0	0	0	0	0	2	2	3	2	0	0	0
98038	29	2.63%	97	11	0	3	0	0	2	0	22	2	0	0	1
98040	12	1.09%	48	0	0	0	3	0	2	0	7	0	0	0	0
98042	44	3.99%	148	11	0	2	0	0	0	0	47	0	0	0	1
98043	2	0.18%	8	0	0	0	0	0	0	0	1	0	0	0	0
98045	17	1.54%	56	4	0	2	0	0	0	5	15	0	0	0	0
98047	3	0.27%	3	3	0	0	0	0	0	0	8	0	0	0	0
98050	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98051	5	0.45%	18	0	0	0	0	0	0	0	7	0	0	0	0
98052	28	2.54%	113	2	0	0	0	0	0	3	18	0	0	0	0
98053	9	0.82%	34	0	0	0	0	0	0	0	9	0	0	0	0
98055	17	1.54%	60	8	0	0	0	0	0	0	18	1	0	0	0
98056	23	2.08%	67	5	0	0	5	0	9	0	16	0	0	0	3
98057	11	1.00%	35	3	0	0	0	0	0	0	12	0	0	0	0
98058	37	3.35%	126	8	0	0	0	0	0	0	42	0	0	0	2
98059	46	4.17%	172	9	0	0	0	0	0	0	43	0	0	0	2
98065	12	1.09%	39	3	0	3	0	0	0	0	12	0	0	0	1
98068	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
98070	3	0.27%	0	2	0	1	0	0	0	0	1	0	7	0	0
98072	8	0.72%	27	0	0	3	0	0	0	0	7	0	0	0	0
98074	17	1.54%	67	1	0	0	5	0	0	0	7	0	0	0	0
98075	17	1.54%	58	10	0	0	0	0	0	0	14	0	0	0	0
98077	2	0.18%	9	0	0	0	0	0	0	0	1	0	0	0	0
98087	5	0.45%	12	3	0	0	4	0	0	0	6	0	0	0	0
98092	27	2.45%	96	8	0	0	0	0	0	0	23	0	0	0	0
98102	1	0.09%	0	2	0	0	1	0	0	0	2	0	0	0	0
98103	7	0.63%	26	0	0	0	0	0	0	0	4	0	0	0	0
98104	1	0.09%	4	0	0	0	0	0	0	0	2	0	0	0	0
98105	5	0.45%	16	4	0	0	0	0	0	0	3	0	0	0	0
98106	5	0.45%	20	0	0	0	0	0	0	0	5	0	0	0	0
98107	2	0.18%	7	1	0	0	0	0	0	0	2	0	0	0	0
98108	3	0.27%	10	0	0	0	0	0	0	0	5	0	0	0	0
98109	3	0.27%	10	0	0	0	0	0	1	0	4	0	0	0	0



98110	1	0.09%	0	0	0	0	0	0	0	0	0	0	0	3
98112	1	0.09%	4	0	0	0	0	0	0	0	1	0	0	0
98115	12	1.09%	42	6	0	0	0	0	0	0	10	0	0	2
98116	11	1.00%	48	0	0	0	0	0	0	0	6	0	0	0
98117	5	0.45%	19	0	0	0	0	0	0	0	4	0	0	0
98118	4	0.36%	17	0	0	0	0	0	0	0	1	0	0	2
98119	5	0.45%	16	1	0	0	0	0	0	0	8	0	0	0
98121	3	0.27%	8	2	0	1	0	0	0	0	4	0	0	0
98122	7	0.63%	16	0	0	0	0	0	3	0	10	0	2	1
98125	8	0.72%	27	0	0	3	0	0	0	0	8	0	0	0
98126	7	0.63%	32	0	0	0	0	0	0	0	3	0	0	0
98133	5	0.45%	18	0	0	0	0	0	0	0	4	1	0	0
98136	4	0.36%	9	0	0	0	0	0	0	0	7	0	0	0
98144	2	0.18%	8	0	0	0	0	0	0	0	2	0	0	0
98146	4	0.36%	16	0	0	0	0	0	0	0	4	0	0	1
98148	1	0.09%	0	0	0	0	0	0	0	0	5	0	0	0
98155	5	0.45%	19	0	0	0	0	0	0	0	2	0	0	0
98166	7	0.63%	30	0	0	0	0	0	0	0	6	0	0	0
98168	4	0.36%	14	0	0	0	0	0	0	0	4	0	0	0
98177	5	0.45%	13	1	0	0	0	0	0	0	6	0	0	0
98178	7	0.63%	26	0	0	0	0	0	0	0	7	1	0	0
98188	3	0.27%	1	4	0	0	3	0	0	0	1	0	0	5
98198	11	1.00%	33	4	0	0	0	0	0	0	16	0	0	0
98199	3	0.27%	14	0	0	0	0	0	0	0	2	0	0	0
98201	4	0.36%	13	0	0	0	0	0	0	0	8	0	0	0
98203	4	0.36%	8	5	0	0	0	0	0	0	7	0	0	0
98204	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0
98208	13	1.18%	46	3	4	4	0	0	0	0	5	0	0	0
98252	2	0.18%	8	0	0	0	0	0	0	0	2	0	0	0
98258	9	0.82%	22	3	0	2	0	0	0	0	14	0	0	0
98270	4	0.36%	16	0	0	0	0	0	0	0	5	0	0	0
98271	2	0.18%	0	0	0	0	0	0	0	0	5	0	0	5
98272	12	1.09%	30	2	0	6	0	0	0	0	23	0	0	0
98273	1	0.09%	4	0	0	0	0	0	0	0	0	0	0	0
98275	5	0.45%	18	2	0	0	0	0	0	0	2	0	0	0
98282	1	0.09%	4	0	0	0	0	0	0	0	0	0	0	0
98290	5	0.45%	6	8	0	0	0	0	0	0	11	0	0	0



98292	6	0.54%	15	3	5	0	0	0	0	0	6	0	0	0	0
98294	2	0.18%	8	0	0	0	0	0	0	0	3	0	0	0	0
98296	12	1.09%	37	1	0	0	0	0	0	0	22	0	0	0	2
98321	3	0.27%	11	0	0	2	0	0	0	0	2	0	0	0	1
98332	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98335	1	0.09%	4	0	0	0	0	0	0	0	1	0	0	0	0
98338	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
98340	2	0.18%	0	0	0	3	0	0	0	0	2	0	6	0	0
98354	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98360	3	0.27%	9	0	0	0	0	0	0	2	4	0	0	0	0
98361	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
98366	1	0.09%	2	0	0	0	0	0	0	0	3	0	0	0	0
98367	4	0.36%	12	0	0	0	0	0	0	0	2	1	4	0	0
98370	2	0.18%	1	0	0	0	0	0	0	0	3	0	3	0	2
98371	1	0.09%	3	1	0	0	0	0	0	0	1	0	0	0	0
98372	3	0.27%	7	0	0	0	0	1	0	0	6	0	0	0	0
98373	5	0.45%	10	0	5	0	0	0	0	0	4	0	0	0	3
98374	8	0.72%	29	0	2	0	0	0	0	0	9	0	0	0	0
98375	6	0.54%	16	0	3	0	0	0	0	0	6	0	0	0	0
98383	2	0.18%	1	0	7	0	0	0	0	0	0	0	0	0	0
98387	3	0.27%	3	0	11	0	0	0	0	0	3	0	0	0	0
98391	21	1.90%	61	11	3	0	0	0	0	0	20	1	0	0	3
98394	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
98395	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98396	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98402	1	0.09%	2	0	0	0	0	0	0	0	3	0	0	0	0
98404	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98406	3	0.27%	10	0	0	0	0	0	0	0	2	0	0	0	0
98407	3	0.27%	7	0	0	0	0	0	0	0	7	0	0	0	0
98422	9	0.82%	27	4	0	0	0	0	0	0	11	0	0	0	0
98444	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98445	3	0.27%	8	3	0	0	0	0	0	0	4	0	0	0	0
98446	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
98467	3	0.27%	3	0	3	0	0	0	0	0	7	0	0	0	0
98498	1	0.09%	5	0	0	0	0	0	0	0	0	0	0	0	0
98501	1	0.09%	0	3	0	0	0	0	0	0	2	0	0	0	0
98503	1	0.09%	0	3	0	0	0	0	0	0	3	0	0	0	0



<b>98513</b>	1	0.09%	0	0	0	0	0	0	0	0	5	0	0	0	0
<b>98516</b>	1	0.09%	2	0	0	0	0	0	0	0	2	0	0	0	0
<b>98532</b>	1	0.09%	0	0	0	0	0	0	0	0	5	0	0	0	0
<b>98591</b>	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
<b>98822</b>	1	0.09%	0	0	0	0	0	0	0	0	5	0	0	0	0
<b>98826</b>	3	0.27%	1	0	0	0	0	0	0	0	13	0	0	0	0
<b>98908</b>	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0
<b>98922</b>	1	0.09%	0	0	0	0	0	0	0	0	5	0	0	0	0
<b>99208</b>	1	0.09%	3	0	0	0	0	0	0	0	2	0	0	0	0